

*2018 Santa Cruz County
Regional Transportation Improvement Program (RTIP)*

**PROJECT APPLICATION PACKAGE
STIP, STBG/RSTPX, STA & LLA**

APPLICATIONS DUE: October 23, 2017

CITY OF WATSONVILLE



**Freedom Blvd Reconstruction
from Alta Vista Ave to Green Valley Rd**

PART I: General Project Information

1. **Project Title/Project Name:** Freedom Blvd Reconstruction from Alta Vista Ave to Green Valley Rd
2. **Project summary:** *(briefly describe the project in 1-2 sentences)* Reconstruct existing roadway, replace non-compliant curb ramps, install traffic signal, replace bus shelter, provide traffic calming
3. **Describe Project Location and Limits or Service Area:** *(Under Section III attach an 8 1/2" x 11" map and/or photos if available/applicable; include street names)* Freedom Blvd from Alta Vista Drive to Green Valley Rd
 - **Project Length:** *(in miles or feet, if applicable)* 3,300 lf (0.6 mile)
 - *For projects on local roads, Caltrans Roadway Classification –* Principal Arterial
4. **Total Funding Requested:** \$ 2,500,000

Total Project Cost: \$ 3,125,000
5. **Project Applicant:**
 - a. **Implementing Agency:** City of Watsonville
 - b. **Sponsoring Public Agency that has Master Agreement with Caltrans:** City of Watsonville
6. **Project Priority:** **This is priority number # 1 of # 4 applications submitted.**
7. **Detailed Project Description/Scope:** Remove and replace non-ADA compliant driveways and curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, upgrade existing bus stop shelter, install new traffic signal at Sydney Ave with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, pedestrian-level lighting and illumination at crosswalks and reconstruct roadway.
 - a. **Projects with pavement preservation – Attach supplemental documents (Section VI)**
 - Rehabilitation: Attach “Local Road Rehabilitation Project Certification”
 - Preventive Maintenance: Attach “Pavement Management System (PMS) Certification”
8. **What accommodations, if any, are included for bicyclists, pedestrians, and/or transit in the proposed project?** Replace non-compliant curb ramps, install sharrows, upgrade existing bus shelter
9. **If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is being proposed as designed.** Project does include bicycle and pedestrian improvements
 - N/A

10. **Project Cost by Mode:** (List the approximate percentage of total project costs related to different transportation modes in the chart below. **Project description** (above) must include explanation of what will be done related to each applicable mode.)

	% of Total Cost by Mode
Pavement Preservation (rehab, overlay, etc)	50%
Road –Auto Serving	15%
Bicycle	8%
Pedestrian	26%
Transit	1%
TOTAL	100%

11. **Regional Transportation Plan (RTP):**

- a. **Is project included in the 2014 RTP or draft 2040 RTP?** Yes
- b. **If yes, RTP Project Number (ID#):** WAT-P33 & WAT-P61
- c. **Project costs are identified as:** “Constrained” and/or “Unconstrained” in the RTP
WAT-P33 is unconstrained and WAT-P61 is constrained

12. **Project Schedule** (Enter the proposed schedule or actual completion of various project milestones. Complete either section A. Capital Projects or B. Non-Capital Projects, as appropriate.)

A. Capital Projects:

Project Milestone – Capital Projects			Month/Year
Begin Environmental (PA&ED) Phase	Document Type (ex. EIR, Cat Ex, Neg Dec, etc)	MND	7/1/2020
Circulate Draft Environmental Document			2/1/2021
End Environmental Phase (PA&ED Milestone)			8/1/2021
Begin Design (PS&E) Phase			7/1/2020
End Design Phase (complete PS&E)			8/1/2021
Begin Right of Way Phase			5/1/2021
End Right of Way Phase (Right of Way Certification Milestone)			8/1/2021
Request Authorization to Proceed with Construction (completion of all prior tasks)			12/1/2021
Advertise/go out to bid			3/1/2022
Award Contract			4/1/2022
End Construction Phase (Construction Contract Acceptance Milestone)			10/1/2022
End Closeout Phase (Closeout Report)			4/1/2023

13. **Contact Person/Project Manager Name:** Murray A. Fontes

Telephone Number: Murray A. Fontes E-mail: murray.fontes@cityofwatsonville.org

PART II: Project Benefits

Given the large backlog of transportation needs in the region and the extremely limited amount of funding available, it is important to ensure that funds are used cost effectively to maximize benefits to the transportation system. Additionally state and federal rules, as well as RTC policies, require consideration of how projects will contribute towards implementation of the long-range transportation plan (*Regional Transportation Plan*), the achievement of one or more transportation goals, and implementation of state and federal policies including the California Complete Streets Act of 2008, SB375, and the Federal FAST Act.

Information in this section will be used to evaluate projects. Projects are not expected to address all of the following. Please write N/A if something is not applicable to your project.

1. **Generally, what are the benefits of this project?** (ex. goal/purpose/benefit of project; problem to be addressed; importance to the community)

Watsonville is a disadvantaged community. Freedom Blvd is a primary arterial corridor with an ADT of 24,000. Reconstruction of the roadway will extend the service life of the pavement and benefit automobiles, bicycles and transit. Replacement of non-compliant curb ramps and addition of pedestrian facilities will enhance pedestrian safety. Replacement of an older bus shelter will provide benefit the transit system. Addition of sharrows and signage will improve the safety of bicyclists. Installation of a traffic signal at the intersection of Freedom Blvd and Sydney Avenue will improve safety for all modes of transportation.

2. **How many people will directly use or directly be served by this project per day?**

of direct users per day: 24,000 (average ADT)

of indirect users: 48 bicycle & 384 pedestrians

Basis for estimates: ADT from RTC website, indirect users from October 2014 RTC Bicycle, Pedestrian, Vehicle Occupancy and Motor Vehicle County Report

3. **Which groups will be the primary users of this facility/project/program?**

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Commuters | <input checked="" type="checkbox"/> Youth | <input type="checkbox"/> College Students |
| <input type="checkbox"/> Low income residents | <input checked="" type="checkbox"/> Elementary Schools | <input checked="" type="checkbox"/> Visitors |
| <input checked="" type="checkbox"/> Seniors | <input type="checkbox"/> Middle Schools | <input type="checkbox"/> Trucks (goods movement) |
| <input checked="" type="checkbox"/> Disabled | <input type="checkbox"/> High Schools | <input checked="" type="checkbox"/> Recreational users |
| <input type="checkbox"/> Other: _____ | | |

- a. Briefly describe any indirect or secondary beneficiaries of the project: N/A

4. What are the key destinations served by this project and distance from project/facility?
(including on a map is encouraged, but not required)

- | | |
|--|---|
| <input checked="" type="checkbox"/> Employment centers <u>6,000 ft</u> | <input checked="" type="checkbox"/> Senior centers <u>6,100 ft</u> |
| <input checked="" type="checkbox"/> Senior housing <u>3,600 ft</u> | <input checked="" type="checkbox"/> K-12 Schools <u>700 ft</u> |
| <input checked="" type="checkbox"/> Groceries/Services <u>250 ft</u> | <input checked="" type="checkbox"/> Retail/Commercial cent <u>0 ft</u> |
| <input checked="" type="checkbox"/> Transit centers <u>7,700 ft</u> | <input checked="" type="checkbox"/> Visitor destination <u>5,900 ft</u> |
| <input checked="" type="checkbox"/> Parks/recreational area <u>900 ft</u> | <input checked="" type="checkbox"/> Civic/public facilities <u>500 ft</u> |
| <input checked="" type="checkbox"/> Other destinations: <u>New housing at Pippin Orchards Subdivision 0 ft</u> | |

a. Are planned (future) land use projects anticipated to increase travel through project area?

- Yes – significant growth in travel
 Yes – mild growth in travel
 No – No growth in travel

List planned transportation and/or land use projects that could affect circulation in the project area in the future – if any: Pippin Orchards Subdivision off Atkinson Ln under development

5. Existing Roadway Conditions – Projects on Roadways only – N/A for other projects

a. Provide information on existing and projected conditions/context for projects on roadways

	Existing	With project (write "N/C" if no change)
<u>Functional classification</u> of this road*	Arterial	N/C
# of automobile lanes (2, 4, 3, etc)	NB/EB: 2 SB/WB: 2	NB/EB: N/C SB/WB: N/C
2-Way Center Turn Lane (Yes/No)	Yes	N/C
Sidewalks (none, one side or both?)	Both	N/C
Sidewalk width (in feet)	4' to 6'	N/C
Landscaping (Yes/No)	No	N/C
On-Street Parking (Yes/No)	No	N/C
Bike lane width	None	N/C
Intersections (Signalized/unsignalized)	Four signalized	Add One
Pavement condition (PCI if available - or poor, fair, good)	58	100
Posted speed limit	35	35
Traffic Volumes	24,000	(projected, what year)
Transit Route/Stops (Yes/No)	Yes	N/C
Truck Route (Yes/No)	No	N/C

**Note: STIP and STBG funds cannot be used on roads functionally classified as "local" or "rural minor collectors". See: http://dot.ca.gov/hq/tsip/hseb/crs_maps/index.php for classification information.*

6. What travel condition(s) are improved or impacted as a result of the proposed project?

Check all that apply and describe how if the nexus is not obvious in project description. Note- several of these items are from the Complete Streets Guidebook and include treatments or facilities that make up a complete street.

- Safety: Improves transportation safety

How will project improve safety? Upgrade curb ramps, provide sharrows and signage, signalize intersection at Sydney Ave, provide traffic calming

- There is a history of collisions in the project area
- Number of severe injury or fatal incidents in project area in past 10 years: 6 severe
- Reduces potential for conflict between cyclists and/or pedestrians and vehicles
- Safety improved for youth, vulnerable users (pedestrians/bicyclist), and/or transportation disadvantaged (low income, seniors, disabled, minority status)
- Provides access to/for emergency services
- There are currently perceived safety issues in the project area
- Reduces automobile speeds (e.g. traffic calming, speed limit, etc)

System Preservation: Preserves existing transportation infrastructure/facilities or services

- Improves Pavement Condition
- Extends useful life of a facility
- Maintains service
- Maintains state of good repair
- Repair/replace existing infrastructure/facility
- Other: _____

Why is this location/facility a priority over other facilities? (e.g. is project part of a pavement management plan?)

Major arterial _____

Reduces Vehicle Miles Traveled (VMT)

Shifts automobile travel to alternative modes.

Number of **trips per day** expected to shift from automobile to alternative mode as a result of this project: _____

- Decreases the number of people traveling in single occupancy vehicles
- Improves access to alternative modes (walk, bike, bus, carpool, etc)
- Increases the percentage of people that could walk, bike, or take transit to key destinations within 30-minutes or less
- New bike or pedestrian path
- Increases ridesharing
- Increases telework options
- Expands Transportation Demand Management (TDM) Programs

Reduces the need for travel

Increases walking

- There are currently lacking/insufficient pedestrian facilities
 - There are currently NO safe parallel pedestrian facilities
- Improves connectivity, fills gap in sidewalk/pedestrian path network
 - Reduces distance to walk trip between locations by _____ miles
- Adds new sidewalks or paths on: one or both sides of the street
- Widens sidewalk path of travel for current and projected pedestrian volumes
- Adds missing curb ramps

- Upgrades facility to meet ADA accessibility requirements, implement ADA Implementation Plan
 - Reduces pedestrian crossing distance
 - Adds pedestrian signal heads
 - Adds pedestrian-actuated traffic signals or automatic pedestrian cycles
 - Adds audible countdown at intersection
 - Adds pedestrian-level lighting
 - Adds high visibility crosswalks
 - Adds illumination at crosswalks
 - Other crosswalk enhancements
 - Adds median safety islands
 - Minimizes driveways
 - Adds wayfinding signage
 - Adds shade trees (street trees)
 - Adds planter or buffer strips
 - Adds benches or other types of seating

- Increases bicycling
 - There are currently lacking/insufficient bicycle facilities
 - There are currently NO safe parallel bicycle facilities
 - Improves connectivity, fills gap in bicycle network
 - Reduces distance to bike (on bike lane or path) between locations by miles miles
 - New Class I bicycle path
 - New Class II bicycle path
 - New Class IV bikeway (e.g. “protected bikeway” or a “cycle track”)
 - Shared-Lane Marking (Sharrow)
 - New bicycle boulevard
 - Widens bicycle lanes from ____ feet to ____ feet wide
 - Widens outside lanes or improve shoulders
 - Adds bicycle actuation at signals (i.e., loop detectors and stencil or other means to make signals responsive to bicycles)
 - Adds bicycle box at intersection
 - Adds color-treated bicycle lane
 - Adds floating bicycle lane
 - Adds signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities
 - Adds route/wayfinding signage
 - Adds long-term bicycle parking (e.g., for commuters and residents)
 - Adds short-term bicycle parking

- Increases public transit usage
 - There are currently lacking/insufficient transit facilities
 - There is currently lacking/insufficient transit service
 - Improves connectivity of transit, fills gap in transit network
 - Improves transit service reliability, frequency and/or efficiency
 - ITS/signal priority
 - Priority bus lane

- Bus bulbs/pull outs
- Increases transit service, reduces headways
- Increases access to transit
 - Adds sidewalks to bus stops
 - Adds bicycle racks on buses
 - Improves access for people with disabilities
- Adds bus stop(s)
- Improves bus stop/station (improve shelter @ 1702 Freedom Blvd)
- Provides real time bus arrival information
- Adds Wi-Fi on bus

- Reduces air pollution
 - Reduces greenhouse gas emissions (GHG)
 - Reduces fuel consumption
 - Cold in-place recycling or other lower emission paving process
 - Other: _____

- Change in travel times and travel time reliability for what modes: _____
 - Makes travel times more reliable/predictable (consistency or dependability in travel times)
 - Reduces travel times
 - Reduces total traffic congestion
 - Reduces peak period traffic congestion ___AM peak ___PM peak
 - Shifts peak travel to off-peak periods
 - Reduces freight traffic congestion

- Improves efficiency of the transportation system. Which modes? _____
 - Implements Transportation System Management (TSM) programs/projects
 - Increases miles facility/service can carry passengers and/or freight/goods

- Reduces disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, minority status, or limited English proficiency
 - How does project reduce disparities?
 - Provides access to low income housing (Pippin Orchards)
 - Improves access to jobs (Businesses on Freedom Blvd)
 - Provides access to senior life services (e.g. hospital, doctors office, senior center, etc.)
 - Other: Improves accessibility by eliminating non-ADA compliant driveways & curb ramps

- Increases ecological function (such as: increases tree canopy; improves habitat; improves water quality; reduces storm water runoff; enhances sensitive areas)

- Other benefit(s). Please explain, if not addressed in prior questions:

7. Will project result in the elimination or reduction of an existing bike path or sidewalk? Will the proposed project sever or remove all or part of an existing pedestrian or bicycle facility or block or hinder pedestrian or bicycle movement? Yes No.
8. Has RTC previously funded a project in this area, what project and what year? No
9. For ROADWAY Projects - Complete Streets Implementation/Design. Given the street design and existing and future conditions, please complete the following (for projects on roadways). (See the [Monterey Bay Area Complete Street Guidebook](#) for more information, definitions.)
- a. Describe how this project is consistent with recommendations for street type in guidebook:
Improves multimodal modes of transportation by upgrading pedestrian and transit facilities, providing improved pedestrian crossing facilities at new signal location and providing sharrow bicycle markings and bicycle signage where none currently.
- b. Is the project area a candidate for the following?
- Road Diet (3 or more lanes, but ADT <20,000, history of bicycle collisions) Yes No
 - Traffic Calming: Yes No
 - Roundabout: Yes No
 - Transit/Bike/Ped Prioritization at Intersection: Yes No (new signal at Sydney Ave)
 - Transit-Oriented Development/Transit Corridor (15 min. headways): Yes No
 - Neighborhood Shared Street (e.g. "greenway" that reduces vehicle speeds, partial street closures, public spaces and amenities that encourage biking or walking): Yes No
 - Pedestrian place/universal street (ex. roadway or alley with restricted vehicle access which often is serves as a plaza for assorted businesses): Yes No
- c. Is the complete streets cross section/design for this type of street (as recommended in the Guidebook) supportable for this project? Yes No
If not, explain why:
- | | |
|--|---|
| <input checked="" type="checkbox"/> Lack of ROW width | <input type="checkbox"/> Insufficient Funding |
| <input type="checkbox"/> Trees/environmental constraints | <input type="checkbox"/> Existing Structures |
| <input type="checkbox"/> Other: _____ | |
- d. What alternative designs were considered, if any? Eliminate travel lanes to provide bike lanes
- e. What refinements of the cross section/design were needed?
- Removed/partial zones (Guidebook Ch. 5) for:
 Pedestrians Bicyclists Landscaping Vehicles Parking
 - Considered alternative routes/locations for:
 Pedestrians Bicyclists Landscaping Vehicles Parking
- f. Exemptions to Complete Streets (refer to Ch. 6 of the Guidebook)
- Is the project exempt from accommodating certain users? Yes No
 - Is the cost excessively disproportionate to the need or probable use? Yes No
 - There is a documented absence of current and future need? Yes No
 - Other: _____

10. Describe the public input plan for this project. *Has public input been sought on this project? What is the public engagement plan for implementing this project? Is it identified in an adopted plan or other document? What has been/will be done to maximize participation for diverse members of the public in project planning and implementation?*

Opportunity for public input as project included in City Capital Improvement Program, County RTIP and Regional MTIP. If approved, project will be reviewed by Bike Committee, E&DTAC

11. Stakeholder Outreach: Which stakeholder groups have already provided input, or will be asked to provide input in future, on project scope and design?

Group	Provided input	Will seek input	Group	Provided input	Will seek input
Neighborhood Group	No	Yes	Transit Agency	No	Yes
Business Association	No	Yes	Adjacent jurisdictions	No	No
School	No	No	Environmental Groups	No	Yes
Property Owners	No	Yes	Transportation Disadvantaged	No	Yes
Bicycle Committees	Yes	Yes	Senior Group	No	Yes
Pedestrian Committee	No	Yes	Other (define)	NA	NA

Have specific changes to the project/program been requested by stakeholders? Yes No
 Please explain: Provide bikelanes

12. Describe project readiness/deliverability and potential risks to project schedule: *Include additional information on the project schedule and if there are potential delays to the schedule. (For example: What tasks have already been completed? What potential delays might be experienced during project development, if any? What is the status of right-of-way acquisition (if applicable)? Have the property owners been contacted? If so, are they willing to sell the property? What permits may be needed for this project? Are there any adjacent jurisdictions, agencies, property owners, etc., who would be impacted by the proposed project? Are there potential challenges to the environmental analysis? If yes, please list and describe outreach efforts, dates, participants and any results/issues that could impact the project's schedule.)*

After construction funding is secured, City will use other funds to prepare improvement plans and prepare environmental documents. Since all of proposed work is within existing road right of way, no right of way required and no environmental issues anticipated.

PART III
Project Budget & Funding Plan

CAPITAL PROJECTS

Complete both sections **A. "Cost/Funding Summary"** and **B. "Detailed Cost Estimate"**

A. Cost/Funding Summary

Enter the amount to be expended for each project phase in each fiscal year by funding source.
 Totals should calculate automatically if electronic file is used.

Project Title: **Freedom Blvd Reconstruction from Alta Vista Ave to Green Valley Rd**

Round figures to the nearest thousand dollars

Sources (Specify fund source type - ex. STBG, RSTP, STIP, AB2766, Local, TDA, etc)	Committed or Uncommitted?	Phase of Work			Construction
		Environmental (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	
New Funds Requested from RTC:	Uncommitted	\$0	\$0	\$0	\$2,500,000
Source 2:		\$25,000	\$100,000	\$0	\$500,000
Total		\$25,000	\$100,000	\$0	\$3,000,000

Fiscal Year each component to begin	FY20/21	FY20/21	FY20/21	FY21/22
	Environmental (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction

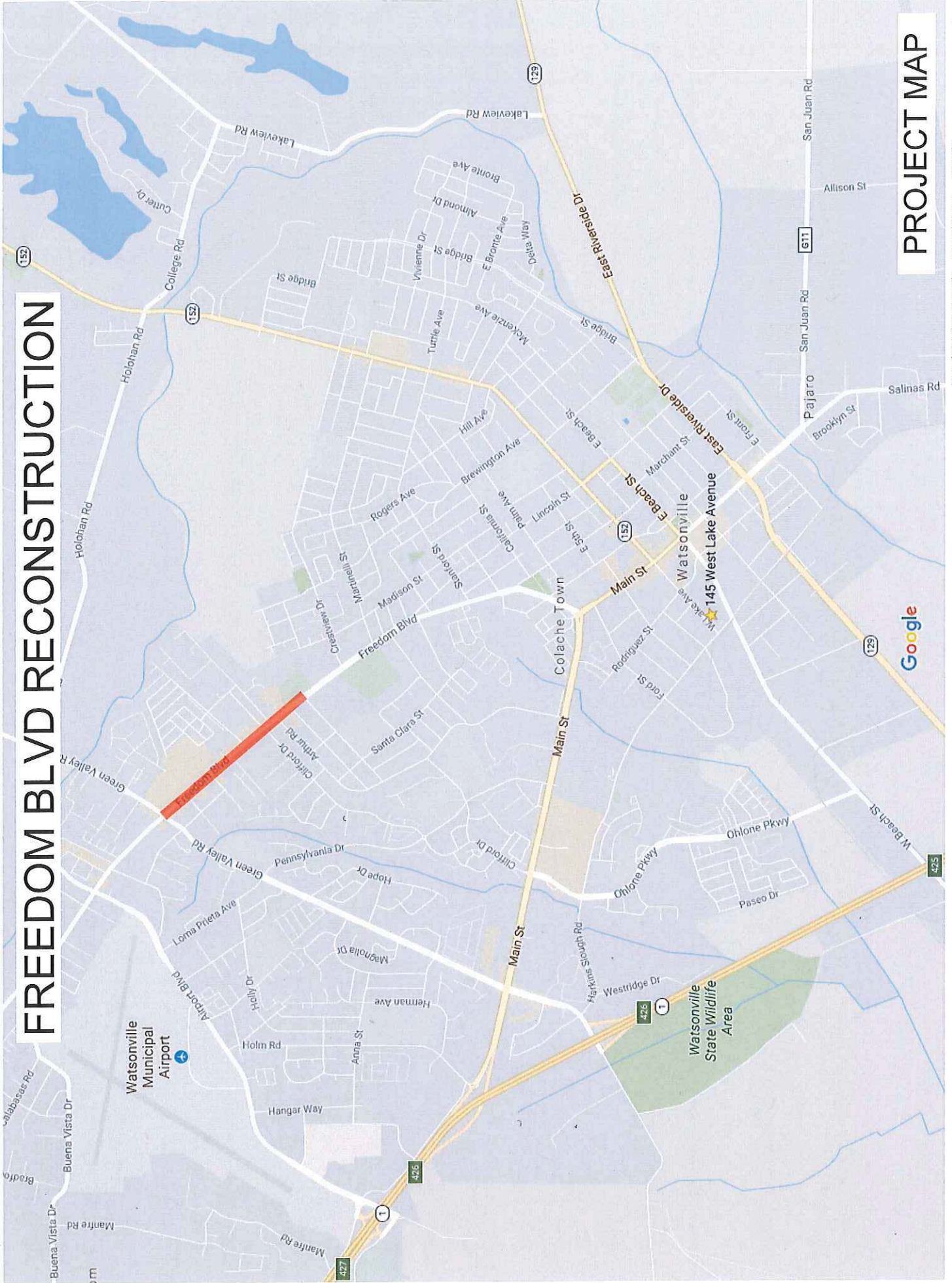
(e.g. FY17/18, FY18/19, FY19/20, FY20/21, FY21/22, FY22/23)

B. "Detailed Cost Estimate"

Project Title:	Freedom Blvd Reconstruction from Alta Vista Ave to Green Valley Rd
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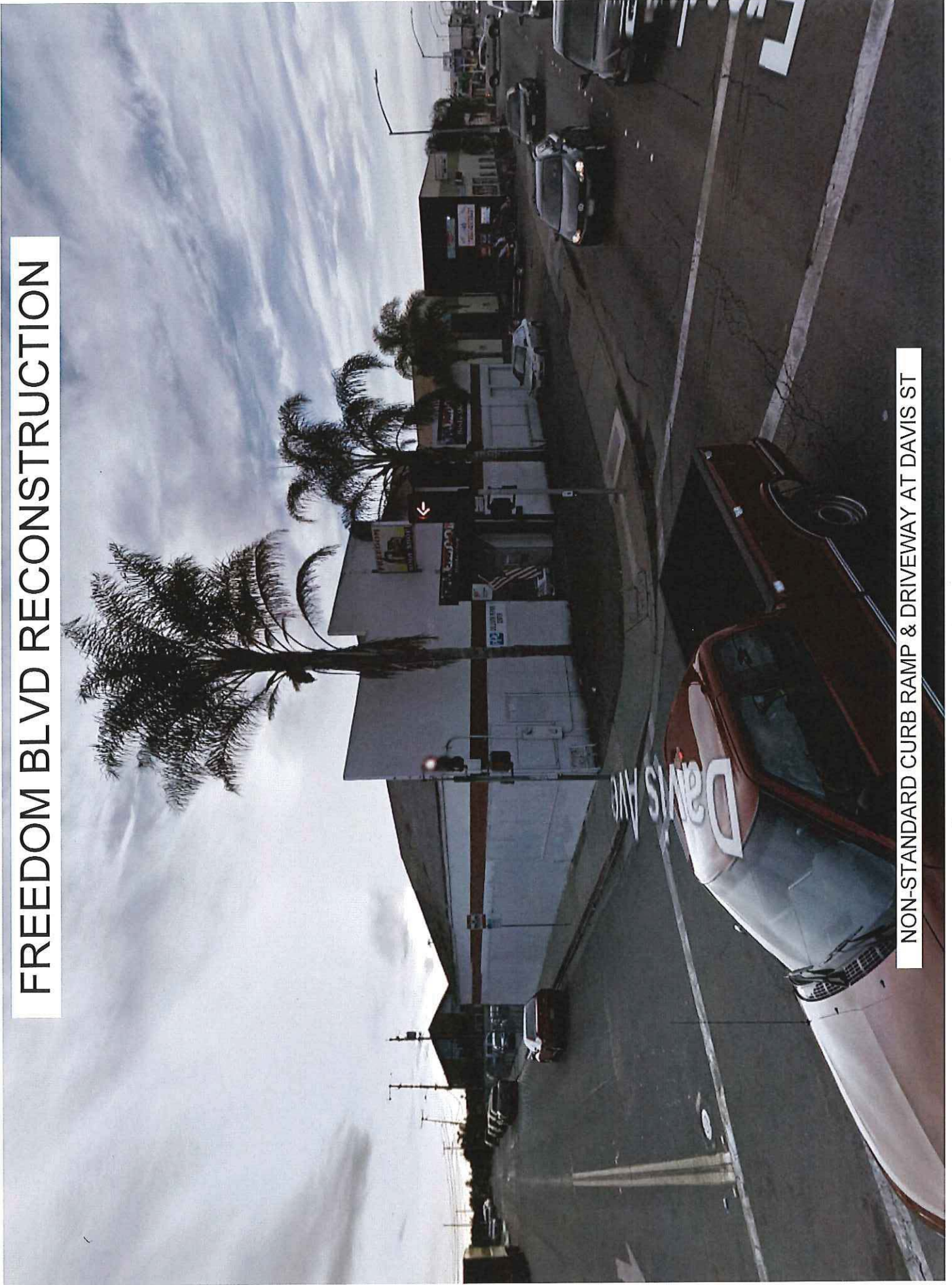
Item No.	Engineer's Estimate				
1	Environmental Studies and Permits				\$25,000
2	Plans, Specifications, and Estimate				\$100,000
RIGHT OF WAY					
3	Right of Way Acquisition				\$0
4	Right of Way Support				\$0
5	Utility Relocation (exclude if included in construction)				\$0
TOTAL RIGHT OF WAY COMPONENT COST					\$0
CONSTRUCTION (update items to match actual items for project)					
	Item Description	Quantity	Units	Unit Cost	Total
6	Construction Survey	1	LS	8,400.00	8,400.00
7	Water Pollution Control	1	LS	1,920.00	1,920.00
8	Storm Water Pollution Prevention Plan	1	LS	270.00	270.00
9	Mobilization	1	LS	64,412.00	64,412.00
10	Traffic Control System	1	LS	49,440.00	49,440.00
11	Exploratory Excavation (Potholing) (Revocable)	75	EA	600.00	45,000.00
12	Furnish Manhole Frame & Cover	32	EA	432.00	13,824.00
13	Remove & Replace Manhole Frame & Cover	32	EA	2,640.00	84,480.00
14	Furnish Water Valve Box & Riser in roadway (Revocable)	31	EA	88.80	2,752.80
15	Remove & Replace Water Valve Box & Riser (Revocable)	31	EA	1,200.00	37,200.00
16	Furnish Water Meter Box (Revocable)	10	EA	115.20	1,152.00
17	Remove & Replace Water Meter Box (Revocable)	10	EA	1,029.60	10,296.00
18	Asphalt Removal - Freedom Blvd	22,000	SY	6.72	147,840.00
19	Remove & Replace Unsuitable Material (Revocable)	100	CY	14.40	1,440.00
20	Hot-Mix Asphalt--Freedom Blvd	8,500	TN	144.00	1,224,000.00
21	Roadside Sign – Install Proposed	25	EA	432.00	10,800.00
22	Minor Concrete - 24-inch Curb & Gutter	510	LF	163.20	83,232.00
23	Minor Concrete – Curb Return Apron	275	SF	72.00	19,800.00
24	Minor Concrete – Cross-Gutter	140	SF	56.40	7,896.00
25	Minor Concrete - Curb Ramp	1,700	SF	60.00	102,000.00
26	Minor Concrete - Driveway Approach	4,400	SF	87.60	385,440.00
27	Minor Concrete - Sidewalk	3,100	SF	34.80	107,880.00
28	Striping	1	LS	24,000.00	24,000.00
29	Bus Shelter	1	LS	12,500.00	12,500.00
30	Provide and install signal at Sydney	1	LS	400,000.00	400,000.00
31	Demobilization and As-Built Drawings (minimum \$10,000.00)	1	LS	12,000.00	12,000.00
SUBTOTAL CONSTRUCTION ITEMS					\$2,857,975
CONTINGENCY					\$142,025
TOTAL CONSTRUCTION COST					\$3,000,000
Total Cost					3,125,000

FREEDOM BLVD RECONSTRUCTION



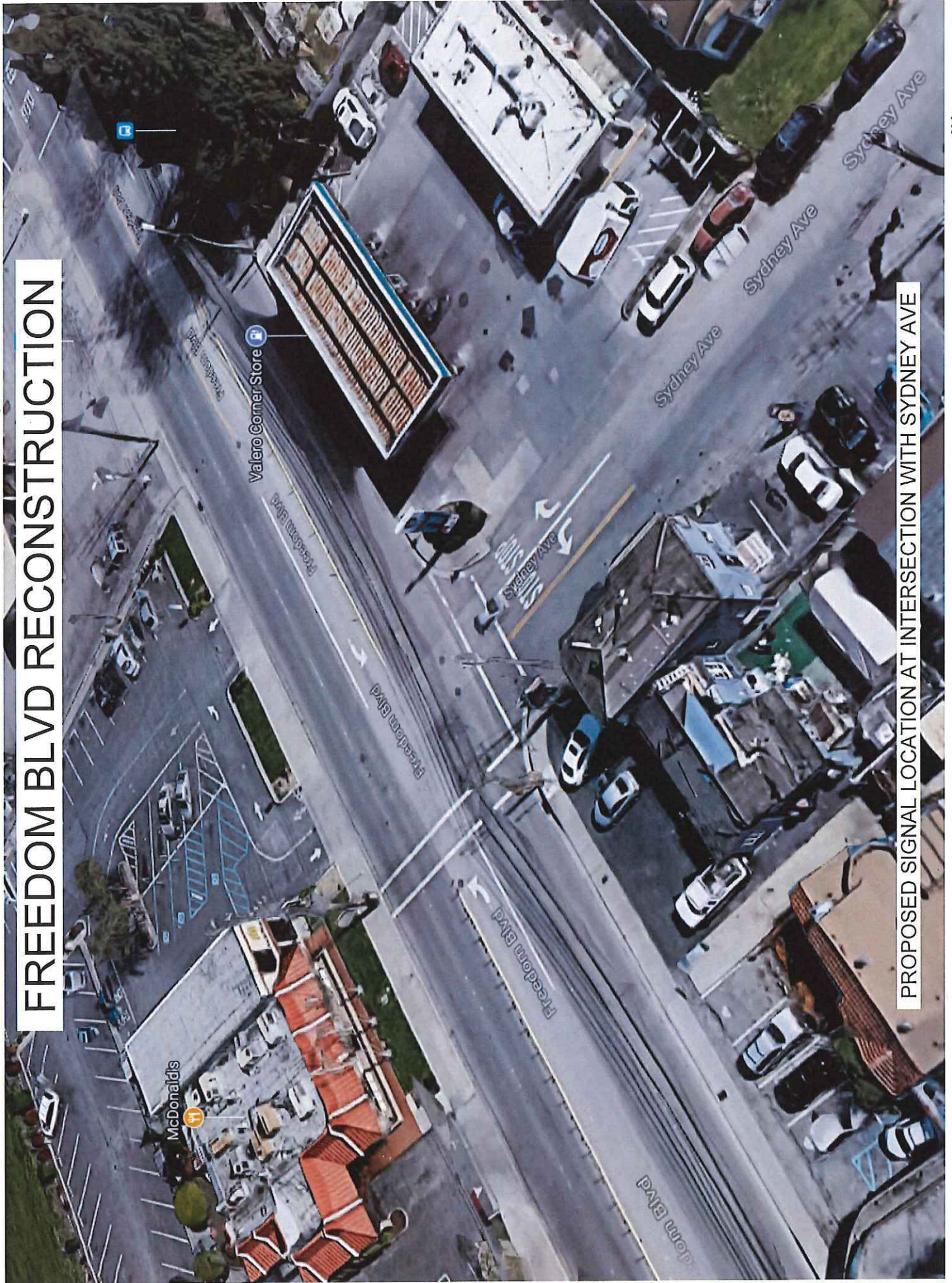
PROJECT MAP

FREEDOM BLVD RECONSTRUCTION



NON-STANDARD CURB RAMP & DRIVEWAY AT DAVIS ST

FREEDOM BLVD RECONSTRUCTION



PROPOSED SIGNAL LOCATION AT INTERSECTION WITH SYDNEY AVE